APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB05D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: DELHI TOWNSHIP **CODE #** 061-21504

DISTRICT NUMBER: 2 **COUNTY:** HAMILTON **DATE** 7/15 /99

CONTACT: ROBERT W. BASS **PHONE** (513) 922-8609 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE'ME RESPONSE TO QUESTIONS)

FAX: (513) 347-2874 **E-MAIL** rbass@delhi.oh.us

PROJECT NAME: Robben Lane Reconstruction

SUBDIVISION TYPE
(Check Only 1)
- ____ 1. County
- ____ 2. City
- X 3. Township
- ____ 4. Village
- ____ 5. Water/Sanitary District (Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
- X 1. Grant $ 380,000.00
- ____ 2. Loan $ ____
- ____ 3. Loan Assistance $ ____

PROJECT TYPE
(Check Largest Component)
- X 1. Road
- ____ 2. Bridge/Culvert
- ____ 3. Water Supply
- ____ 4. Wastewater
- ____ 5. Solid Waste
- ____ 6. Stormwater

TOTAL PROJECT COST: $ 475,000.00 FUNDING REQUESTED:$ 380,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 380,000.00 **LOAN ASSISTANCE:** $ ____
SCIP LOAN: $ ____ **RATE:** ____ **% TERM:** ____ **yrs.**
RLP LOAN: $ ____ **RATE:** ____ **% TERM:** ____ **yrs.**

(Check only 1)
- X **State Capital Improvement Program**
- ____ **Local Transportation Improvements Program**
- ____ **Small Government Program**

FOR OPWC USE ONLY

PROJECT NUMBER: C____ / C____
Local Participation ____ %
OPWC Participation ____ %
Project Release Date: ____
OPWC Approval: ____

APPROVED FUNDING: $ ____
Loan Interest Rate: ____ %
Loan Term: ____ years
Maturity Date: ____
Date Approved: ____
SCIP Loan ____ **RLP Loan** ____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

		TOTAL DOLLARS	Force Account Dollars
a.)	Basic Engineering Services:	$ .00	
	Preliminary Design $		
	Final Design $		
	Bidding $		
	Construction Phase $		
	Additional Engineering Services *Identify services and costs below.	$ .00	
b.)	Acquisition Expenses: Land and/or Right of Way	$ .00	
c.)	Construction Costs:	$ 453,775.00	
d.)	Equipment Purchased Directly:	$ .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	$ .00	
f.)	Construction Contingencies:	$ 21,225.00	
g.)	**TOTAL ESTIMATED COSTS:**	$ 475,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 95,000.00	20%
c.)	Other Public Revenues		
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 95,000.00	20%
d.)	OPWC Funds		
	1. Grant	$ 380,000.00	80%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC FUNDS:	$ 380,000.00	80%
e.)	**TOTAL FINANCIAL RESOURCES:**	$ 475,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA)_____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Robben Lane Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Street is located in southwestern Delhi Township and runs south off of Delhi Pike to Mt. Alverno Road between Greenwell and Pedretti Roads.

PROJECT ZIP CODE: 45238

B: PROJECT COMPONENTS:

Project consists of full depth removal of roadway and curbs, undercutting existing subgrade to obtain proper depth for replacement on a 10" stone base, 5" of asphalt pavement, rolled concrete curb and gutter (30") and underdrains at all low points; sidewalk and driveway repair or replacement; and associated utility work.

C: PHYSICAL DIMENSIONS:

Current roadways are 23' in width. Sidewalks are located within the right of way. Robben was overlaid in 1976. Overlay masks joint and roadway faulting. Water ponds on roadway due to uneven and broken slabs and bond loss where overlay has been lost from the surface of the street. Roadway length is 1628.3 l.f. Right-of-way width is 50 feet. Sidewalk is badly deteriorated and uneven. Surface level and underground springs cause subgrade failures throughout. See additional support information for pavement management system roadway deficiencies.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Current service capacity design is adequate for existing use. Highest ADT = 486 vehicles per hour x 1.2 or 583 plus school ridership figured as follows: 746 students times 2 trips per day for $\frac{3}{4}$ of a year (746*2*.75=1119). Total users = 1702.

Road or Bridge: Current ADT 1418 **Year:** 1999 **Projected ADT:** ____ **Year:** ____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $ ____ **Proposed Rate: $** ____

Stormwater: Number of households served: ____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 **Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 475,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ _____

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	01 / 01 / 00	09/ 01 / 00
4.2	**Bid Advertisement and Award:**	09/ 02/ 00	12/ 15/ 00
4.3	**Construction:**	03/ 15/ 01	09/ 15/ 01
4.4	**Right-of-Way/Land Acquisition:**	None on this project	

***Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July lst.**

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	NICHOLAS J. LA SCALEA
	TITLE	TOWNSHIP TRUSTEE
	STREET	934 NEEB ROAD
	CITY/ZIP	CINCINNATI, OHIO 45233
	PHONE	(513) 922-3111
	FAX	(513) 922-8635
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	KENNETH J. RYAN
	TITLE	TOWNSHIP CLERK
	STREET	934 NEEB ROAD
	CITY/ZIP	CINCINNATI, OHIO 45233
	PHONE	(513) 922-3111
	FAX	(513) 922-8635
	E-MAIL	kryan@delhi.oh.us
5.3	PROJECT MANAGER	ROBERT W. BASS
	TITLE	HIGHWAY SUPERINTENDENT
	STREET	665 NEEB ROAD
	CITY/ZIP	CINCINNATI, OHIO 45233
	PHONE	(513) 922-8609
	FAX	(513) 347-2874
	E-MAIL	rbass@delhi.oh.us

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicants chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your local District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Nicholas J LaScalea – CEO

Certifying Representative (Type or Print Name and Title)

Nicholas J LaScalea 7/28/99

Original Signature/Date Signed

FISCAL YEAR 2000

ESTIMATED COST SPREADSHEET

SCIP/ DELHI TOWNSHIP RECONSTRUCTION

ITEM	202 CLEAR & GRUB	202 RDWAY REMOVAL	202 PIPE REMOVAL	202 WALK REMOVAL	202 APRON REMOVAL	202 INLET REMOVAL	SPL TREE REMOVAL
MEASURE	L.S.	S.Y.	L.F.	S.F.	S.Y.	EA.	EA.
COST PER	$10,000.00	$10.00	$10.00	$1.00	$8.00	$160.00	$400.00
NO. STREET							
1 Robben	0.00	4,160.00	100.00	9,100.00	502.00	9.00	5.00
Subtotal	$0.00	$41,600.00	$1,000.00	$9,100.00	$4,016.00	$1,440.00	$2,000.00
Lump Sum	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	$10,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Contingencies	0.00	200.00	20.00	300.00	50.00	0.00	2.00
Subtotal	$0.00	$2,000.00	$200.00	$300.00	$400.00	$0.00	$800.00
Total Quantity	1.00	4,360.00	120.00	9,400.00	552.00	9.00	7.00
Total Price	$10,000.00	$43,600.00	$1,200.00	$9,400.00	$4,416.00	$1,440.00	$2,800.00

ITEM	203 EXC.	301 BIT. AGG. BASE	304 AGG. BASE	404 A.C. CON. SUR. RD.	452 P.P.C. CON. PMT.	604 C.B. CONST.	604 M.H. CONST.
MEASURE	C. Y.	C. Y.	C. Y.	C. Y.	S. Y.	EA.	EA.
COST PER	$15.00	$90.00	$25.00	$80.00	$35.00	$1,500.00	$1,600.00
NO. STREET							
1 Robben	580.00	405.00	1,160.00	175.00	502.00	9.00	12.00
Subtotal	$8,700.00	$36,450.00	$29,000.00	$14,000.00	$17,570.00	$13,500.00	$19,200.00
Lump Sum	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Contingencies	60.00	50.00	120.00	20.00	50.00	0.00	0.00
Subtotal	$900.00	$4,500.00	$3,000.00	$1,600.00	$1,750.00	$0.00	$0.00
Total Quantity	640.00	455.00	1,280.00	195.00	552.00	9.00	12.00
Total Price	$9,600.00	$40,950.00	$32,000.00	$15,600.00	$19,320.00	$13,500.00	$19,200.00

	ITEM	605 UNDER DRAIN	608 SIDE WALK	608 CURB RAMP	609 TYPE 6 CURB	609 CURB & GUTTER	614 MAINT. TRAFFIC	619 FIELD OFFICE	623 LAYOUT STAKES
	MEASURE	L.F.	S.F.	EA.	L. F.	L. F.	L. S.	L. S.	L. S.
	COST PER	$7.50	$4.00	$100.00	$15.00	$12.00	$10,000.00	$10,000.00	$10,000.00
NO.	STREET								
1	Robben	3,500.00	9,100.00	6.00	480.00	2,800.00	0.00	0.00	0.00
	Subtotal	$26,250.00	$36,400.00	$600.00	$7,200.00	$33,600.00	$0.00	$0.00	$0.00
	Lump Sum	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
	Subtotal	$0.00	$0.00	$0.00	$0.00	$0.00	$10,000.00	$10,000.00	$10,000.00
	Contingencies	250.00	300.00	0.00	40.00	100.00	0.00	0.00	0.00
	Subtotal	$1,875.00	$1,200.00	$0.00	$600.00	$1,200.00	$0.00	$0.00	$0.00
	Total Quantity	3,750.00	9,400.00	6.00	520.00	2,900.00	1.00	1.00	1.00
	Total Price	$28,125.00	$37,600.00	$600.00	$7,800.00	$34,800.00	$10,000.00	$10,000.00	$10,000.00

ITEM	SPL FINISH GRADE	SPL W.W. ITEMS	SPL SIGNING & STRIPING	SPL TENSAR	623 GEOTEX FABRIC	TOTAL COST $
MEASURE	L. S.	L. S.	L.S.	S.Y.	S.Y.	
COST PER	$16,000.00	$65,000.00	$12,420.00	$3.00	$1.50	
NO. STREET						
1 Robben	0.00	0.00	0.00	4,163.00	4,160.00	
Subtotal	$0.00	$0.00	$0.00	$12,489.00	$6,240.00	$320,355.00
Lump Sum	1.00	1.00	1.00	0.00	0.00	
Subtotal	$16,000.00	$65,000.00	$12,420.00	$0.00	$0.00	$133,420.00
Contingencies	0.00	0.00	0.00	200.00	200.00	
Subtotal	$0.00	$0.00	$0.00	$600.00	$300.00	$21,225.00
Total Quantity	1.00	1.00	1.00	4,363.00	4,360.00	$475,000.00
Total Price	$16,000.00	$65,000.00	$12,420.00	$13,089.00	$6,540.00	$475,000.00

This is to certify that upon the satisfactory completion of this work, the useful life of the streets on this project will be at least 20 years.

Signed: William W. Brayshaw P.E.,P.S.

DELHI TOWNSHIP
Road Maintenance
Robert W. Bass, Highway Superintendent

Delhi Township
Road Department

STATUS OF FUNDS

This is to certify that Delhi Townships portion of the funding for this project will become available on January 1, 2000.

Kenneth J. Ryan
Township Clerk and
Chief Financial Officer

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http://www.delhi.oh.us

DELHI TOWNSHIP
Road Maintenance
Robert W. Bass, Highway Superintendent

ENABLING LEGISLATION MOTION

Trustee Langdon moved and Trustee La Scalea seconded to apply to the District 2 Integrating Committee for the below mentioned project and to appoint Nicholas J. La Scalea as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for Issue 2 Infrastructure Bond Funding for Program Year 00

1.) Robben Lane Reconstruction	$ 475,000.00
2.) Glenhaven Rd. Reconstruction	$1,087,551.00
Grand Total	**$1,562,551.00**

Trustees Espelage, Langdon and La Scalea voted aye at roll call. **Motion Carried.**

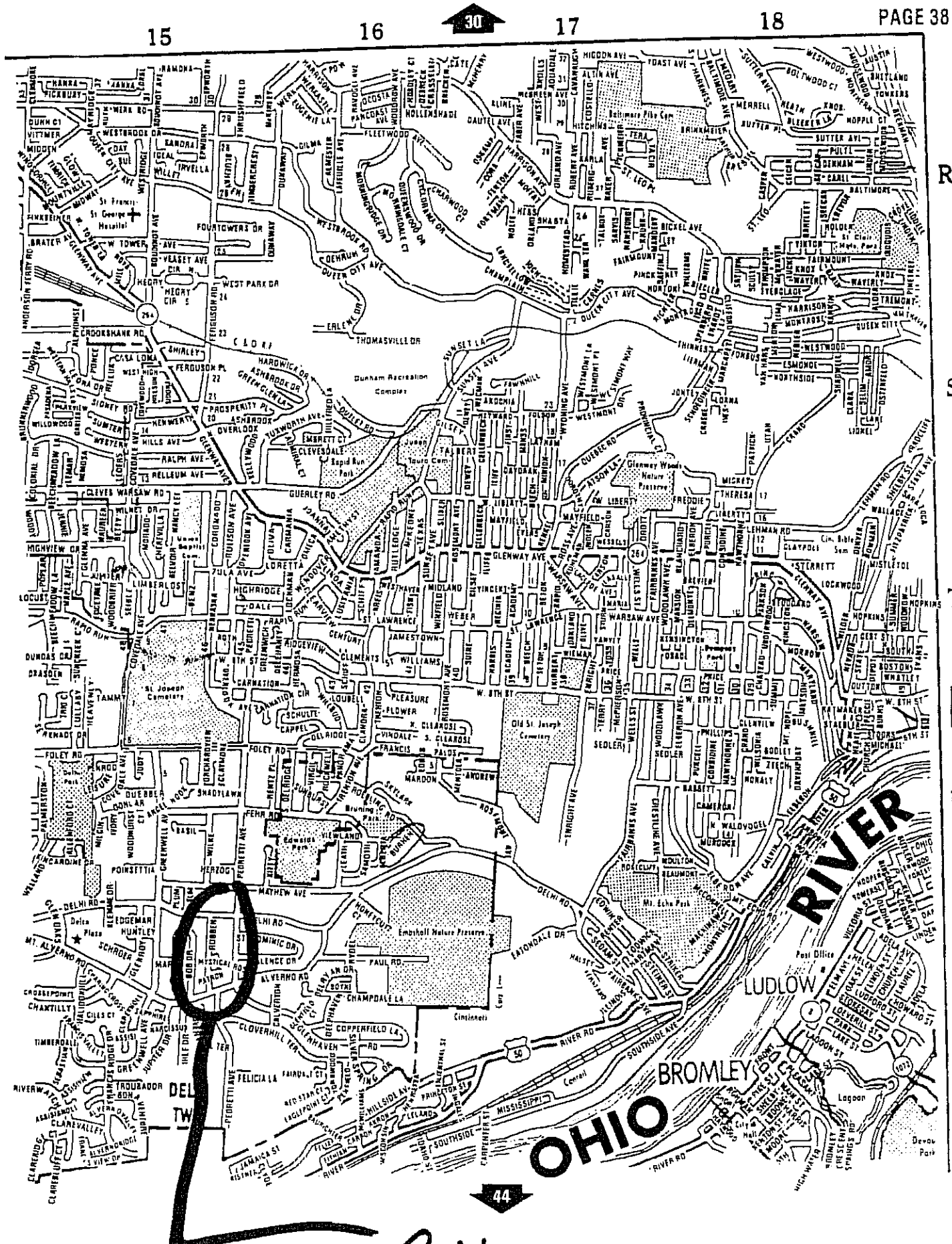
Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passes by the Delhi Township Board of Trustees in session on July 28, 1999.

In witness whereof I have hereunto set my hand this 9th day of September, 1998.

Kenneth J. Ryan- Township Clerk

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http://www.delhi.oh.us


15
16
30
17
18
R
S
T
U
V
RIVER
OHIO
LUDLOW
BROMLEY
Robben

Accidents occuring on (or at the intersections of) Robben Lane between September 1, 1994 and June 30,1999

Date	Location	Cause
09/02/94	Robben 50' North of Patron	Improper Backing – Not Ice related
11/18/94	Robben 100' North of Mt. Alverno	Failure to Control – on hill – NO Flooding in area
01/28/95	Robben 100' North of Mt. Alverno	Failure to Control – " in curve – "
05/12/95	Delhi @ Robben (in the intersection)	Failure to Yield
11/15/95	Delhi @ Robben (in the intersection)	Failure to Yield – Not Ice related
04/11/96	Mt. Alverno 112' West of Robben	Pedestrian Actions – Not on Robben
10/27/96	Robben 350' South of Delhi	Failure to Maintain Assured clear distance
03/24/97	Robben 75' North of Patron	Failure to Maintain Assured clear distance – may be in that area of inlet but 3/2
01/23/98	Delhi @ Robben (in the intersection)	Improper Left Turn – Not icing in intersection
01/25/98	Delhi @ Robben (in the intersection)	Failure to Maintain Assured clear distance –
03/03/99	Robben 10' south of Mystical Rose	Driver Inattention

→ Top of hill at an intersection

→ at school entrance

None of accidents occured at ~~the~~ the sag 373 Robben – one may have occured at the other inlet area.

Information provided by:
Delhi Township Police Department

Condition Rating Form

Section Number: 331.00 State Route: 18 Survey Date: 07/31/1998

Name: ROBBEN LANE Jurisdiction: Township

From: DELHI PIKE Length(ft): 895.70

To: MYSTICAL ROSE LANE - 895.7 Area(yd²): 2488.06

Ride Quality Index(RQI): 2 % Curb Deterioration: 0

Maintenance Index(MI): 4 Maintenance Factor(MF): 1.4

Classification: Collector Class Factor(FC): 1.1

Average Daily Traffic(ADT): 124 Traffic Factor(TF): 1

Transit/Bus Route: No Transit Factor(TR): 1.0

Pavement Type: Composite Unit Cost: $ 93.72

	Distress Type	Category	Severity	Extent	Deduction
>>	Ravelling	1	2	4	10.00
	Bond Loss	1			
>>	Patch Deterioration	1	2	2	5.00
	Corrugation or Slippage Cracking	1			
>>	Transverse Cracking	2	2	2	12.25
	Longitudinal Cracking	2			
>>	Reflective Cracking	2	2	4	24.00
	Pumping	2			
>>	Settlement	2	1	1	3.60
>>	Shattered/Swell Slab	2	2	3	14.00
>>	Potholes	1	1	1	1.00

	PCI	Condition
Surface:	85.00	Fair
Joint	63.75	Very Poor
Support:	81.40	Poor
Structure:	69.23	Failed
Final:	30.15	Very Poor

Priority Index(PI): 6.13

Strategy: E

Cost: $233,180.98

Maintenance Action(s): Reconstruction

Cracks:

Rated By: RAD-KEK

Legend

RQI: 1 = Worst 5 = Best

MI/MF: 0 = Least Needed 5 = Most Needed MF = 1 + (MI/10)

Severity: 0 = None 1 = Low 2 = Moderate 3 = High

Category: 1 = Surface Related 2 = Structural Related

Extent: 0 = None 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%

Strategy/ Unit Cost: A1= No Maintenance/$ 0.00; A = Routine Maintenance/$ 0.46; B = Periodic Maintenance/$ 0.44; C = Deferred Action/$ 5.04; D = Rehabilitation/$ 14.33; E = Reconstruction/$ 93.72

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means prefered status (i.e. highest priority)

Cost = Unit Cost * Area

Condition Rating Form

Section Number: 331.00 | State Route: 18 | Survey Date: 11/15/1994

Name: ROBBEN LANE | Jurisdiction: Township

From: DELHI PIKE | Length(ft): 895.70

To: MYSTICAL ROSE LANE - 895.7 | Area(yd²): 2488.06

Ride Quality Index(RQI): | % Curb Deterioration: 0

Maintenance Index(MI): | Maintenance Factor(MF): 1.0

Classification: Collector | Class Factor(FC): 1.1

Average Daily Traffic(ADT): 124 | Traffic Factor(TF): 1

Transit/Bus Route: No | Transit Factor(TR): 1.0

Pavement Type: Composite | Unit Cost: $ 14.33

	Distress Type	Category	Severity	Extent	Deduction
>>	Ravelling	1	1	4	2.00
	Bond Loss	1			
>>	Patch Deterioration	1	2	2	5.00
	Corrugation or Slippage Cracking	1			
>>	Transverse Cracking	2	1	1	4.20
	Longitudinal Cracking	2			
>>	Reflective Cracking	2	2	4	24.00
	Pumping	2			
>>	Settlement	2	1	1	3.60
>>	Shattered/Swell Slab	2	2	3	14.00
>>	Potholes	1	1	1	1.00

	PCI	Condition
Surface:	93.00	Good
Joint	71.80	Poor
Support:	81.40	Poor
Structure:	73.83	Very Poor
Final:	46.20	Poor

Priority Index(PI): 2.86

Strategy: D

Cost: $38,564.93

Maintenance Action(s): Crack Sealing
Overlay

Cracks:

Rated By: DAS Consult, Inc. - RAJ

Legend

RQI: 1 = Worst 5 = Best

MI/MF: 0 = Least Needed 5 = Most Needed MF = 1 + (MI/10)

Severity: 0 = None 1 = Low 2 = Moderate 3 = High

Category: 1 = Surface Related 2 = Structural Related

Extent: 0 = None 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%

Strategy/ Unit Cost: A1= No Maintenance/$ 0.00; A = Routine Maintenance/$ 0.46; B = Periodic Maintenance/$ 0.44; C = Deferred Action/$ 5.04; D = Rehabilitation/$ 14.33; E = Reconstruction/$ 93.72

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means prefered status (i.e. highest priority)

Cost = Unit Cost * Area

Road Inventory Form

SECTION

Section Number: 331.00 **State Route:** 18 **Inventory Date:** 02/26/1990

Name: ROBBEN LANE **Completed By:** DAS

From: DELHI PIKE **Jurisdiction:** Township

To: MYSTICAL ROSE LANE - 895.7 **Length (ft):** 895.7

GENERAL

Direction to: South **Subdivision:** KEE-RO **Classification:** Collector

R.O.W Width (ft): 50.0 **Salt Route:** 3 **Travel Lanes:** 2

Type Of Median: None **Parking Lanes:** 1

PAVEMENT

Pavement Type: Composite **Width (ft):** 25.0 **No. of Layers:** 3

Pavement Layer	Type	Thickness	Date Constructed
Subgrade	Subgrade		09/01/1993
Basecourse	Concrete	7.3	09/01/1993
Surface	Asphalt	2.8	09/01/1993

Area(yd²): 2488.06 **Features:**

SHOULDER

	Type	Width (in)
Left	Earthwork	13.50
Right	Earthwork	13.50

CURB

	Type	Length (ft)
Left	Rolled Concrete	895.7
Right	Rolled Concrete	895.7

TRAFFIC

Average Daily Traffic (ADT): 124

% Trucks: 1.0 **Bus Route:** No

Study: Estimate **Year:** 1990

No. of Traffic Signs:

STRUCTURE

No. of Culverts: **No. of Driveways:** 23

No. of Bridges: **No. of RR-Xings:**

No. of Inlets: 5 **No. of Manholes:** 2

Remarks:

Geometric, Facilities, and Materials Form

SECTION

Section Number: 331.00 State Route: 18 Inventory Date: 02/26/1990

Name: ROBBEN LANE Completed By: DAS

From: DELHI PIKE Jurisdiction: Township

To: MYSTICAL ROSE LANE - 895.7 Length (ft): 895.7

GEOMETRIC

Terrain: [ ] Flat [ ] Mountainous [ ] Rolling [ ] Basin [ ] Valley

Locality: [ ] Remote [ ] Rural [ ] Semi-urban [ ] Urban

Land Use: [ ] Industrial [ ] Cultivated [ ] Land Fill [ ] Built Up [ ] Grazing

Grade: [ ] Low (<3%) [ ] Moderate (3%-6%) [ ] Steep (>6%)

Speed Limit: Right of Way:

Tight Horizontal Curves: Intersections:

Location	Radius

Location	Type	Direction	Destination

FACILITY

	Number	Locations
Gas Station:		
Emergency Tel:		
Bus Stop:		
Info. Center:		
Other:		

MATERIALS

Pavement Layer	Spec. Section	Spec. Number	Spec. Unit	Thickness(in)	Modulus	CBR
Surface Course						
Intermediate Course						
Base Course						
Subbase						
Subgrade						

Road Utilities Form

Section Number: 331.00 **State Route:** 18 **Inventory Date:** 02/26/1990

Name: ROBBEN LANE **Length (ft):** 895.7

From: DELHI PIKE **Jurisdiction:** Township

To: MYSTICAL ROSE LANE - 895.7 **Completed By:** DAS

Type	Buried	Overhead	Distance from center line (ft) Left	Right
Water Valve	Y	N		13.00
Utility Pole	N	Y	14.50	
Utility Pole	N	Y	14.50	
Fire Hydrant	N	Y		14.50
Utility Pole	N	Y	14.50	
Utility Pole	N	Y	14.50	
Utility Pole	N	Y	14.50	
Fire Hydrant	N	Y		14.50
Utility Pole	N	Y	14.50	
Utility Pole	N	Y		14.50
Water Valve	Y	N		17.00

Condition Rating Form

Section Number: 332.00 | State Route: 18 | Survey Date: 07/31/1998

Name: ROBBEN LANE | Jurisdiction: Township

From: MYSTICAL ROSE LANE - 895.7 | Length(ft): 732.60

To: MT.ALVERNO ROAD - 1628.3 | Area(yd²): 2035.00

Ride Quality Index(RQI): 1 | % Curb Deterioration: 0

Maintenance Index(MI): 5 | Maintenance Factor(MF): 1.5

Classification: Collector | Class Factor(FC): 1.1

Average Daily Traffic(ADT): 124 | Traffic Factor(TF): 1

Transit/Bus Route: No | Transit Factor(TR): 1.0

Pavement Type: Composite | Unit Cost: $ 93.72

	Distress Type	Category	Severity	Extent	Deduction
>>	Ravelling	1	2	4	10.00
>>	Bond Loss	1	2	3	14.40
>>	Patch Deterioration	1	2	3	8.00
	Corrugation or Slippage Cracking	1			
>>	Transverse Cracking	2	2	2	12.25
>>	Longitudinal Cracking	2	2	2	8.75
>>	Reflective Cracking	2	2	4	24.00
	Pumping	2			
>>	Settlement	2	1	1	3.60
>>	Shattered/Swell Slab	2	2	4	17.50
	Potholes	1			

	PCI	Condition
Surface:	67.60	Failed
Joint	55.00	Failed
Support:	78.90	Very Poor
Structure:	62.23	Failed
Final:	1.50	Failed

Priority Index(PI): 132.00
Strategy: E
Cost: $190,720.20
Maintenance Action(s): Reconstruction

Cracks:

Rated By: RAD-KEK

Legend

RQI: 1 = Worst 5 = Best

MI/MF: 0 = Least Needed 5 = Most Needed MF = 1 + (MI/10)

Severity: 0 = None 1 = Low 2 = Moderate 3 = High

Category: 1 = Surface Related 2 = Structural Related

Extent: 0 = None 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%

Strategy/ Unit Cost: A1= No Maintenance/$ 0.00; A = Routine Maintenance/$ 0.46; B = Periodic Maintenance/$ 0.44; C = Deferred Action/$ 5.04; D = Rehabilitation/$ 14.33; E = Reconstruction/$ 93.72

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means prefered status (i.e. highest priority)

Cost = Unit Cost * Area

Condition Rating Form

Section Number: 332.00 | State Route: 18 | Survey Date: 11/15/1994

Name: ROBBEN LANE | Jurisdiction: Township

From: MYSTICAL ROSE LANE - 895.7 | Length(ft): 732.60

To: MT.ALVERNO ROAD - 1628.3 | Area(yd²): 2035.00

Ride Quality Index(RQI): | % Curb Deterioration: 0

Maintenance Index(MI): | Maintenance Factor(MF): 1.0

Classification: Collector | Class Factor(FC): 1.1

Average Daily Traffic(ADT): 124 | Traffic Factor(TF): 1

Transit/Bus Route: No | Transit Factor(TR): 1.0

Pavement Type: Composite | Unit Cost: $ 93.72

	Distress Type	Category	Severity	Extent	Deduction
>>	Ravelling	1	1	4	2.00
>>	Bond Loss	1	1	1	2.70
>>	Patch Deterioration	1	2	1	3.00
	Corrugation or Slippage Cracking	1			
>>	Transverse Cracking	2	2	1	7.35
	Longitudinal Cracking	2			
>>	Reflective Cracking	2	2	4	24.00
	Pumping	2			
>>	Settlement	2	1	1	3.60
>>	Shattered/Swell Slab	2	2	4	17.50
	Potholes	1			

	PCI	Condition
Surface:	92.30	Good
Joint	68.65	Poor
Support:	78.90	Very Poor
Structure:	70.03	Very Poor
Final:	39.85	Very Poor

Priority Index(PI): 3.31

Strategy: E

Cost: $107,855.00

Maintenance Action(s): Reconstruction

Cracks: Not Sealed

Rated By: DAS Consult, Inc. - RAJ

Legend

RQI: 1 = Worst 5 = Best

MI/MF: 0 = Least Needed 5 = Most Needed MF = 1 + (MI/10)

Severity: 0 = None 1 = Low 2 = Moderate 3 = High

Category: 1 = Surface Related 2 = Structural Related

Extent: 0 = None 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%

Strategy/ Unit Cost: A1= No Maintenance/$ 0.00; A = Routine Maintenance/$ 0.46; B = Periodic Maintenance/$ 0.44; C = Deferred Action/$ 5.04; D = Rehabilitation/$ 14.33; E = Reconstruction/$ 93.72

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means prefered status (i.e. highest priority)

Cost = Unit Cost * Area

Road Inventory Form

SECTION

Section Number: 332.00 **State Route:** 18 **Inventory Date:** 02/26/1990

Name: ROBBEN LANE **Completed By:** DAS

From: MYSTICAL ROSE LANE - 895.7 **Jurisdiction:** Township

To: MT.ALVERNO ROAD - 1628.3 **Length (ft):** 732.6

GENERAL

Direction to: South **Subdivision:** KEE-RO **Classification:** Collector

R.O.W Width (ft): 50.0 **Salt Route:** 3 **Travel Lanes:** 2

Type Of Median: None **Parking Lanes:** 1

PAVE-MENT

Pavement Type: Composite **Width (ft):** 25.0 **No. of Layers:** 3

Pavement Layer	Type	Thickness	Date Constructed
Subgrade	Subgrade		09/01/1993
Basecourse	Concrete	7.3	09/01/1993
Surface	Asphalt	2.3	09/01/1993

Area(yd²): 2035.00 **Features:**

SHOULDER

	Type	Width (in)
Left	Earthwork	13.50
Right	Earthwork	13.50

CURB

	Type	Length (ft)
Left	Rolled Concrete	732.6
Right	Rolled Concrete	732.6

TRAFFIC

Average Daily Traffic (ADT): 124

% Trucks: 1.0 **Bus Route:** No

Study: Estimate **Year:** 1990

No. of Traffic Signs:

STRUCTURE

No. of Culverts: **No. of Driveways:** 15

No. of Bridges: **No. of RR-Xings:**

No. of Inlets: 4 **No. of Manholes:** 5

Remarks:

Geometric, Facilities, and Materials Form

SECTION

Section Number: 332.00 State Route: 18 Inventory Date: 02/26/1990

Name: ROBBEN LANE Completed By: DAS

From: MYSTICAL ROSE LANE - 895.7 Jurisdiction: Township

To: MT.ALVERNO ROAD - 1628.3 Length (ft): 732.6

GEOMETRIC

Terrain: [ ] Flat [ ] Mountainous [ ] Rolling [ ] Basin [ ] Valley

Locality: [ ] Remote [ ] Rural [ ] Semi-urban [ ] Urban

Land Use: [ ] Industrial [ ] Cultivated [ ] Land Fill [ ] Built Up [ ] Grazing

Grade: [ ] Low (<3%) [ ] Moderate (3%-6%) [ ] Steep (>6%)

Speed Limit: Right of Way:

Tight Horizontal Curves: Intersections:

Location	Radius

Location	Type	Direction	Destination

FACILITY

	Number	Locations
Gas Station:		
Emergency Tel:		
Bus Stop:		
Info. Center:		
Other:		

MATERIALS

Pavement Layer	Spec. Section	Spec. Number	Spec. Unit	Thickness(in)	Modulus	CBR
Surface Course						
Intermediate Course						
Base Course						
Subbase						
Subgrade						

Road Utilities Form

Section Number: 332.00 **State Route:** 18 **Inventory Date:** 02/26/1990

Name: ROBBEN LANE **Length (ft):** 732.6

From: MYSTICAL ROSE LANE - 895.7 **Jurisdiction:** Township

To: MT.ALVERNO ROAD - 1628.3 **Completed By:** DAS

Type	Buried	Overhead	Distance from center line (ft) Left	Right
Utility Pole	N	Y		14.50
Fire Hydrant	N	Y		14.50
Utility Pole	N	Y		15.50
Water Valve	Y	N		16.00
Utility Pole	N	Y		14.50
Water Valve	Y	N		16.00
Utility Pole	N	Y		14.50
Fire Hydrant	N	Y		14.00
Utility Pole	N	Y		14.50
Water Valve	Y	N		17.00

DELHI TOWNSHIP
Road Maintenance
Robert W. Bass, Highway Superintendent

Delhi Township
Road Department

CERTIFICATION
OF
TRAFFIC VOLUMN

This statement is to certify that traffic volumes noted for this project are true and correct to the best of my knowledge.

Signed: _____

Nicholas J. La Scalea
Delhi Township C.E.O

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http://www.delhi.oh.us

DELHI TOWNSHIP
Road Maintenance

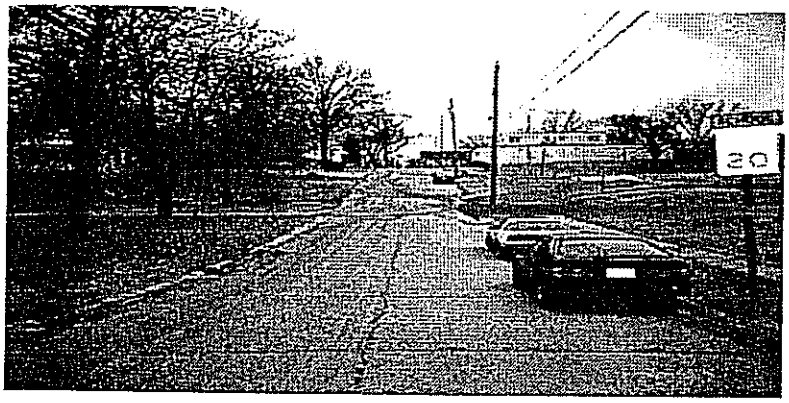
Robert W. Bass, Highway Superintendent

PROJECT LIST

OPWC NO.	PROJECT NAME	BID DATE	STATUS
CB114	Covedale Rd Reconstruction	05/30/90	Completed on schedule
CB224	Viewland Sub. Reconstruction	07/11/90	Completed on schedule
CB203	Faysel Dr. Reconstruction	02/13/91	Completed on schedule
CB319	Orchardview Ln. Reconstruction.	07/31/91	Completed on schedule
CB333	Elm/Plum Sts. Reconstruction.	07/31/91	Completed on schedule
CBD05	Duebber Sub. Reconstruction.	08/26/92	Completed on schedule
CBD06	Brairhill/Anders Reconstruction	08/26/92	Completed on schedule
CB619	Halidonhill/Glenoaks Reconstruction	06/30/93	Completed on schedule
CB620	Mapleton/Groton Reconstruction.	06/30/93	Completed on schedule
CB701	Covedale West Reconstruction.	11/08/93	Project 90% completed
CB719	Chantilly Sub. Reconstruction.	11/08/93	Completed on schedule
CBF07	Ihle Dr. Reconstruction.	09/01/94	Completed on schedule
CB817	Victory Dr. Reconstruction	11/30/94	Completed on schedule
CB905	Copperfield Drain. Imps.	06/30/96	Completed on schedule
CB05A	Fehrwood Sub.Reconstruction.	11/01/97	Completed on schedule

665 Neeb Road, Cincinnati, Ohio 45233 ••• Phone: (513) 922-8609 ••• Fax: (513) 347-2876
http://www.delhi.oh.us

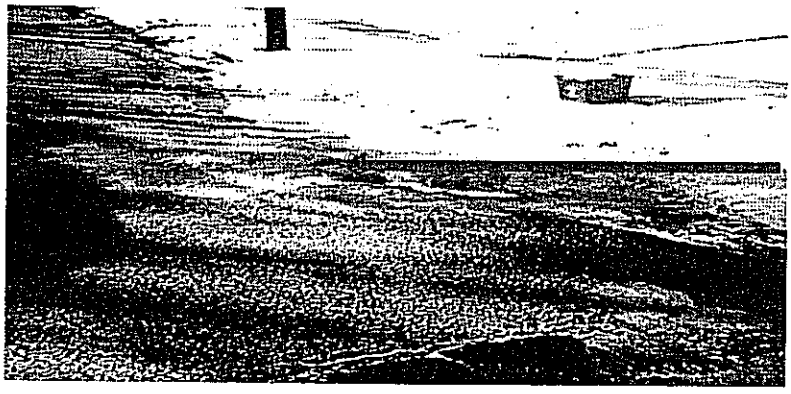
Robben Lane Photos



@ 373 - no accidents there

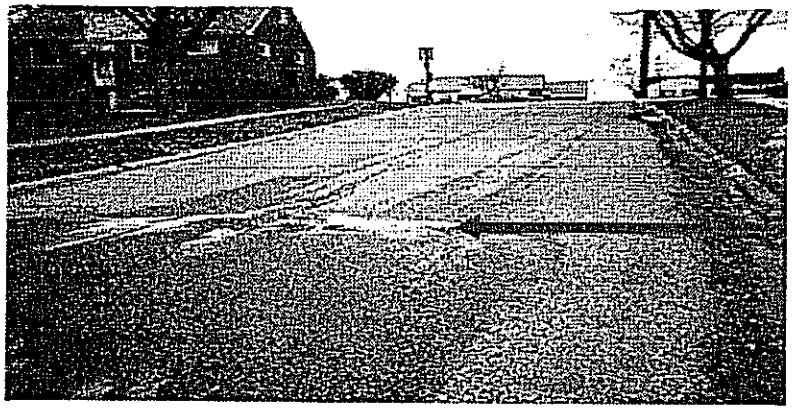
Icing, full width on roadway

Freezing spring water causes severe icing in driveway, right-of-way and roadway



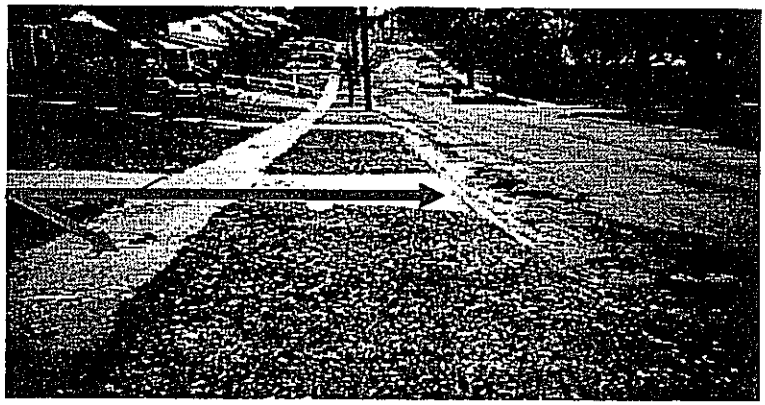
Icing half-width on roadway

Robben Lane Photos



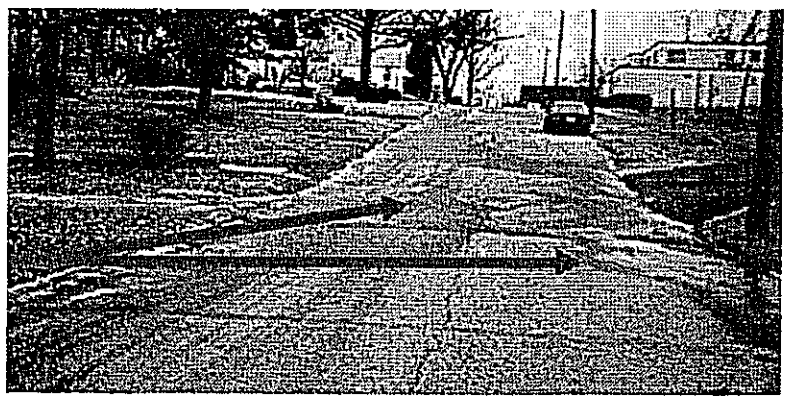
Water leaking through joints from voids under pavement & freezing on roadway

Constant freeze/thaw from spring water in winter causes damage to sidewalk, drive aprons and gutterline



Spring water causing more icing problems. Icing leaving roadway at 373 Robben (yard floods during heavy rain events)

Constant icing in roadway near entrance to elementary school



Robben Lane Photos

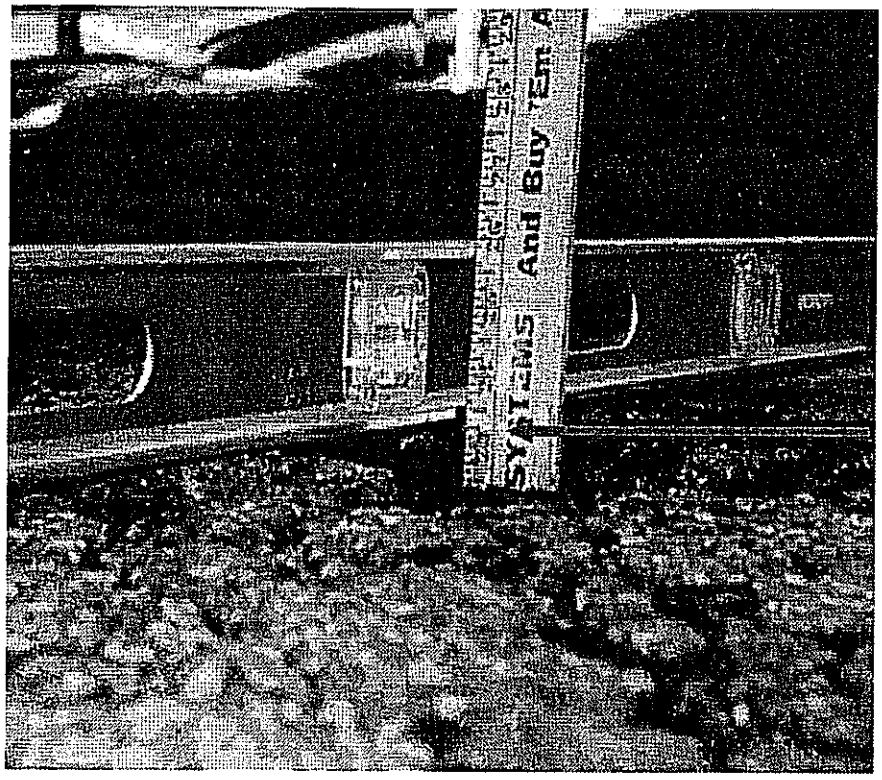
Spring/sump water in gutter plate

Failed pavement

Constant spring flow

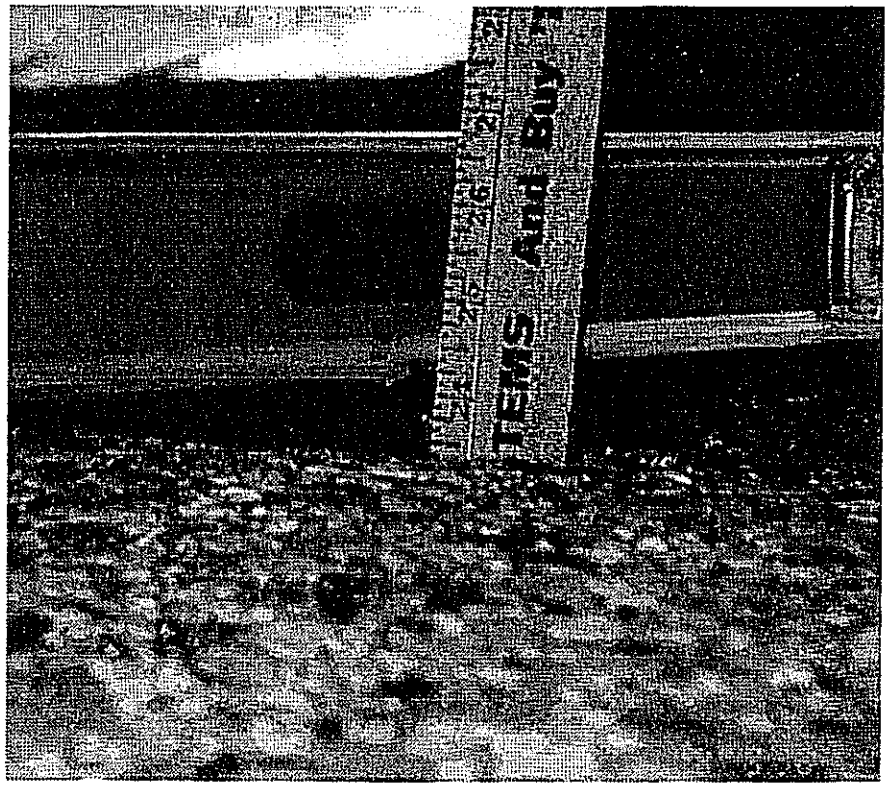
Curb lost to overlay - Drainage falls into front yards especially in sag areas (377 Robben)

Robben Lane Photos



Pavement thickness is 10 inches - Ruler reads 23 & 1/4 inches to subgrade - Void equals 13 & 1/4 inch at 350 Robben Lane

Pavement thickness is 10 inches - Ruler reads 24 & 1/4 inches to subgrade - Void equals 14 & 1/4 inch at 321 Robben Lane



ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor X

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Delhi Township's Independent Pavement Management System shows moderate severity deterioration in the categories of ravelling, patch deterioration, longitudinal cracking, bond loss, transverse cracking, reflective cracking, shattered slabs, with low severity deterioration in the categories of settlement, and potholes. Surface quality is fair to failed (PCI = 85.00 to 67.60), joint quality is very poor to failed (PCI = 63.75 t0 55.00), support quality is poor to very poor (PCI = 81.40 to 78.90) and structural quality is failed (see photos for void information – PCI = 69.23 to 62.23). Overall pavements are very poor to failed (FINAL PCI = 30.15 to 1.50) on both sections. Drainage structure needs to be designed to handle a multitude of subgrade and surface drainage problems which have caused voids of the substructure, base failure and roadway icing. Photos show a typical winter day. If weather is cold and wet, icing problem is much more severe.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 weeks/**months** (Circle one)

Are preliminary plans or engineering completed? **Yes** No

Are detailed construction plans completed? Yes **No**

Are all right-of-way and easements acquired?* Yes No **N/A**

*Please answer the following if applicable:
No. of parcels needed for project: 0 Of these, how many are Takes _____,Temporary _____, Permanent ___

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.
5 weeks/**months**.

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

By re-establishing proper line and grade the on-street floodingwhich occurs on Robben will be eliminated and by correcting all settlements and faulting on-street pooling of water will be eliminated. By re-establishing curb heighth, yard flooding at 373 Robben will be eliminated. Each of the above have a positive effect on the health of the area. By placing underdrains and yard drains, spring water will no longer affect the roadway surface. Accident history (enclosed, provided by the Delhi Police Department) shows a high number of accidents (particularly for a residential street) occuring from the drivers' inability to control their vehicle or failure to maintain assured clear distance. Each of these accidents (5 of 11) occurred in the winter (icing) months. The school zone will also receive a complete review and upgrade of signage necessary to delineate the zone.

4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____	_____%	ODOT_____	_____%	Local	X 20 %
MRF_____	_____%	OWDA_____	_____%	CDBG	_____ ___%
Other _____	_____%				

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 1418 X 1.20 1702 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Regional significance is greater than minimal since this is a residential street which is a direct feed to an elementary school, church and a connector to two primary County maintained roads.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A

How will the proposed project alleviate serious traffic problems or hazards?

By placing underdrains and yard drains, spring water will no longer affect the roadway surface. Accident history (enclosed, provided by the Delhi Police Department) shows a high number of accidents (particularly for a residential street) occuring from the drivers' inability to control their vehicle or failure to maintain assured clear distance. Each of these accidents (5 of 11) occurred in the winter (icing) months. The school zone will also receive a complete review and upgrade of signage necessary to delineate the zone.

10) Will the proposed project generate user fees or assessments?

Yes _____ No **X**

If yes, what user fees and/or assessments will be utilized?

N/A

11) How will the proposed project enhance economic growth? (Please be specific)

N/A

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

Delhi has imposed the additional $5.00 license tax and has passed a 1.3 mil tax levy for the road and bridge Fund for roadway repairs. Both funds are used exclusively for road department / public works activity.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction- **Delhi Township**

Please supply the Integrating committee a listing, *in order of priority,* of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

Priority	Name of Project *(as listed on the application)*
1	**Robben Lane Reconstruction**
2	**Glenhaven Road Reconstruction**
3	
4	
5	

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: DECHI TWP.

NAME OF PROJECT: ROBBEN LANE RECON

SCIP	LTIP
FIELD SCORE: 350	FIELD SCORE: 176
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

NOT A 25

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

SCIP 23 X 5 = 115

LTIP 23 X 1 = 23

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area? States 5 accidents in 5 yrs in "Icing months" maybe 4 due to that icing

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 10 X 1 = 10

LTIP 10 X 4 = 40

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area? Yard flooding ??

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0

LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75

LTIP 25 X 1 = 25

5) Will the completed project generate user fees or assessments?

10 – No
0 - Yes

SCIP 10 X 5 = 50

LTIP 10 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 0 X 0 = 0

LTIP 0 X 4 = 0

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

SCIP 4 X 5 = 20

LTIP 4 X 1 = 4

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

SCIP 0 X 2 = 0

LTIP 0 X 5 = 0

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 0 X 0 = 0

LTIP 2 X 10 = 20

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25

LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 4 X 0 = 0

LTIP 4 X 1 = 4

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 8 X 2 = 16

LTIP 8 X 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

SCIP 0 X 2 = 0

LTIP 0 X 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

SCIP 2 X 2 = 4

LTIP 2 X 5 = 10

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

SCIP 5 x 5 = 25

LTIP 5 x 5 = 25

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.